



Aces High: World War I Deadworld

Written by by Daniel R Davis

Death From Above

Behind enemy lines, four planes flew. All that remained of an allied force sent to assist ground troops. When they left for the front there were ten. That was before Hell was unleashed upon them.

The skies were cloudy and they were flying low, keeping an eye for the ground units they were to assist. Two of the Sopwiths were falling from the sky before they even had time to react. Screaming from above came the enemy. Reginald saw them too late to help those who were hit first. He banked and tried to drop one as an Albatross tore by him. He sprayed bullets and missed the target. Immediately, he dropped in behind the enemy plane. The plane was fast and the pilot was good. He spit more lead at the enemy and missed again. Then it entered a cloudbank. He followed the Albatross into the clouds, too close to break off pursuit. The clouds were dense and Reginald could see nothing. Suddenly, he felt a cold, sick feeling settle in his gut. He began to climb, trying to break away from the clouds. That's when he saw him. The red Albatros D-III screamed from above, upon him in a second. Before Reginald could even begin to go into evasive maneuvers, the machinegun from the plane barked. The plane sped over him and disappeared to his rear.

Reginald saw the pilot as he went by and a chill went up his spine. He saw death there; cold calculating death and he realized that what he saw could not have been human. He broke the cloud cover, not knowing how he survived the encounter with the infamous "Red Devil" the French always spoke of. In time, he met up with the remaining planes returning to base.

There were only four now, four planes heading back to Allied Command. He had to report to his superiors what he saw. He had to tell them about the face he saw below the flight helm, the face of . . . the Red Baron. Suddenly he felt a cold, sick feeling creep into his guts and it was then that he realized they weren't going to make it back.

The Beginning

"Success flourishes only in perseverance-ceaseless, restless perseverance."
Manfred von Richthofen

On January 1917, shortly after the death of his superior and mentor Oswald Boelcke in October 1916, Manfred von Richthofen was given the command of the unit. However, he was distraught over Boelcke's death and obsessed about it for some time. Finally, he made a vow that he would serve Germany even in his death.

One night, while out on a patrol mission, his unit encountered enemy planes and a dogfight ensued. During the fight, his plane was hit and his engine gave out. As he fought in vain to control his spiraling Albatros D-III, he thought to himself that in no way was his life to end this way. He would persevere and continue to serve Germany to the very end. He never regained control of the plane and it crashed into a wooded region. Not knowing if Richthofen had survived the descent, the enemy planes were harried away by the remaining forces of Richthofen's unit. The next day, a reconnaissance plane flew over, but could find nothing of the crash. The Allies surmised that he had somehow pulled out of the spin and flew the damaged plane away.

The night Richthofen's plane went down, it did crash and he did die. However, the will of the Red Baron was so strong that his spirit refused to die. A short time later, something arose from the wreckage and stepped free of it. Then, the form assumed that of Richthofen himself and looked at the wrecked Albatros. Immediately, the plane began to shift and reform. The broken wings mended and the destroyed engine suddenly roared to life. The body of the plane was still tattered, and bullet holes and tears could be seen all over the wings and fuselage. Nonetheless, Baron von Richthofen climbed into the cockpit and took off to rejoin the German forces.

Upon returning to the German lines, he reported that he was indeed dead, but that he would continue to do his duties to serve his beloved Germany. Without a word from his shaken superiors, he returned to his plane and streaked back into the sky.

The Present

It is June 1917. Richthofen is in command of the Jagdgeschwader, better known as The Flying Circus. Even more frightening is the fact that when one of the fighters under his command goes down, it rises to continue to serve Richthofen and Germany. There are four squadrons in the Circus. Each squadron is comprised of twelve fighters. All are undead. When one is destroyed, a living pilot joins the ranks. When he dies, he rises as an undead follower and the cycle continues. It takes quite a bit to destroy one of the Flying Circus, but it can be done. Indeed, it seems that the only pilot that cannot be brought down is the Red Baron himself. All attempts have thus far failed to get rid of the "Bloody Red Baron".

As if the Red Baron and his crack team of undead pilots were not enough, the Germans have managed to uncover ancient journals that were hidden somewhere near the border between Germany and Switzerland. The journals were from none other than Victor Frankenstein. They have been deciphering them and have begun to attempt the resurrection processes set down in those blasphemous pages. They have created several units of Frankenstein's zombies that they have, as yet, not put into the field. It is only a matter of time before they may try a field test of their new soldiers.

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The Characters

Whether flying in the WWI planes or fighting in the trenches against the zombie hordes, it is recommended that the Cast Members be Survivors. No one is aware of the supernatural happenings in Germany as of yet. Things may even go as normal until one day the Cast runs up against something behind enemy lines that just should not be.

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The Strangeness

Uber Soldat (German super-soldier)

STR 4 DEX 3 CON 3

INT 2 PER 2 WIL 2

DPs: 38

EPs: N/A

Spd: 18

Essence: 16

Skills: Brawling 2, Guns (Rifle) 2, Melee Weapon (Bayonet) 2 (and others that the ZM feels are appropriate)

Attack: Punch D4x4 (8); Kick D4x5 (10); by weapon

Weak Spot: All (0)

Getting Around: The Quick Dead (+10)

Strength: Strong Like Bull (+5); Damage Resistance (+5)

Senses: Like the Living; Life Sense (+3)

Sustenance: Who Needs Food? (+8)

Intelligence: Long Term Memory; Problem Solving; Language (+21)

Spreading the love: Nobody Loves Me/Special (-3)

Power: 55

This is the Super-Soldier of the German army. Created using Dr. Victor Frankenstein's theories, they are German soldiers who have fallen in battle. They have returned much faster and stronger than most humans. They seem to be able to shrug off many types of damage. When one of these soldiers die again, they are dragged off the field to be brought back to fight yet again. When parts are torn, cut, or blown off, the scientists just attach new ones and reanimate them. The Germans have been building Electro-Resuscitation facilities for the purposes of creating these "Franken-Zombies". A few of these places exist and their placement is completely up to the ZM. The facility has huge generators dedicated to the creation of lightning-like electrical output of the same type that created Frankenstein's Monster.

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"Flying Circus" Pilot

STR 3 DEX 3 CON 3

INT 2 PER 2 WIL 2

DPs: 40

EPs: N/A

Spd: 12

Essence: 15

Skills: Brawling 2, Guns (Handgun) 2, Guns (Machine Gun) 3, Melee Weapon (Knife) 2, Piloting (Prop-plane) 4 (and others that the ZM feels are appropriate)

Attack: Punch D4x3 (6); kick D4x4 (8); by weapon

Weak Spot: All (0)

Getting Around: As in Life (+7)

Strength: Above the Norm (+3); Damage Resistance (+5)

Senses: Like the Living; Life Sense (+5)

Sustenance: Who Needs Food? (+8)

Intelligence; Long Term Memory; Problem Solving; Language; Teamwork (+25)

Spreading the love: Nobody Loves Me (-5)

Special Features: Hard to Kill 2 (+2)

Power: 66

The Red Baron's Jagdgeschwader consists of undead pilots who have returned from the dead while under his command. They seem to have an uncanny ability to coordinate attacks without any means of communication on board their planes. Their tattered planes shouldn't even be able to fly, but they do. The ZM can place them in any of the modified planes below in the Gear section.

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Personalities

Here are several personalities from WWI. The Red Baron has been "zombified" for the purposes of this Deadworld. However, the rest of his story has been kept intact. Stats for Boelcke have been added just in case the ZM wishes to begin the game before the time of Boelcke's demise. All the personalities below are Aces (meaning that they have more than 5 kills-8 kills for Germans). The stats have been provided, but can be changed to suit each individual ZM's tastes, knowledge, or needs. Further, only the most relevant skills have been given, more can and should be added as needed.

| [Oswald Boelcke](#) | [Manfred Albrecht Freiherr von Richthofen](#) | [Lothar Freiherr von Richthofen](#) |
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Oswald Boelcke

Country: Germany
Rank: Hauptmann (Captain)
Born: May 19, 1891
Died: October 28, 1916
STR 3 DEX 4 CON 4
INT 4 PER 3 WIL 3
LPs: 47
EPs: 35
Spd: 16
Essence: 21

Qualities/Drawbacks: Charisma (+3), Cruel (-1), Delusion (Grandeur/Overconfidence) (-1), Hard to Kill (+3), Honorable (-1), Fast Reaction Time (+2), Nerves of Steel (+3), Zealot (-3)
Skills: Brawling 3, Dodge 3, Guns (Handgun) 3, Guns (Machine Gun) 4, Instruction 4, Notice 4, Piloting (Prop Plane) 5 (and others that the ZM feels are appropriate)
Attack: Punch D4x3 (6); Kick D4x4 (8); by weapon

In 1915, Boelcke was chosen to test Anthony Fokker's new machine gun synchronizing device. Boelcke used the new invention to become the first German ace. He and Max Immelman were awarded the Orden Pour le Mérite on January 12, 1916. They were the first two pilots to receive Prussia's highest award for bravery. By the summer of the same year, Immelman had been killed and Boelcke was Germany's leading ace. He developed rules for air combat, known as the "Dicta Boelcke," many of which remain relevant today. While flying an infantry support mission, Boelcke's Albatros D.II briefly collided with that of Erwin Böhme. Böhme survived but Boelcke was killed. Boelcke commanded the Jasta 2 unit. Before his death, he had scored 40 kills.

"Whatever Boelcke told us was taken as Gospel!" Manfred von Richthofen

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Manfred Albrecht Freiherr von Richthofen

(stats on the left are his living stats)

Country: Germany
Rank: Rittmeister (Captain)
Born: May 2, 1892
Died: April 21, 1918
STR 3/4 DEX 4/4 CON 4/4

INT 3/3 PER 3/4 WIL 4/4

LP/DPs: 47/-

EPs: 35/-

Spd: 16

Essence: 21

Qualities/Drawbacks: Charisma (+3), Cruel (-1), Delusion (Grandeur/Overconfidence) (-2), Hard to Kill (+3), Honorable (-1), Fast Reaction Time (+2), Nerves of Steel (+3), Zealot (-3)

Skills: Brawling 3, Dodge 3, Guns (Handgun) 3, Guns (Machine Gun) 5, Intimidation 4, Notice 4, Piloting (Prop Plane) 6 (and others that the ZM feels are appropriate)

Attack: Punch D4x3 (6)/D4x4 (8); Kick D4x4 (8)/D4x5 (10); by weapon

Weak Spot: None/Special (+10)

Getting Around: As in Life (+7)

Strength: Strong Like Bull (+5)

Senses: Better Than Hawk; Life Sense (+11)

Sustenance: Who Needs Food? (+8)

Intelligence: Long Term Memory; Problem Solving; Language; Teamwork (+25)

Spreading the love: Cursed by Association (-2)

Power: 92

The most famous ace of the war, Manfred von Richthofen briefly served in the trenches before transferring to the German Air Force in 1916. Oswald Boelcke's star pupil was a fast learner and achieved immediate success. A month after receiving his first Albatros, Richthofen had six victories against allied aircraft. As his reputation grew, the "Red Knight of Germany" painted the fuselage of his Albatros D.III bright red to flaunt his prowess in the air. The British called him the jolly "Red Baron," to the French he was the "Red Devil." He was shot down as he flew over the trenches in pursuit of Wilfrid May on April 21, 1918. Although Arthur Brown was officially credited with the victory, evidence suggests a single bullet fired from a machine gun in the trenches hit Richthofen.

The Undead Richthofen is truly unstoppable. However, there is a "catch" to his unlife. When his past comes back to haunt him, he will be destroyed. Richthofen has no knowledge of this. During his military career, Richthofen served in the following units: FFA 69, Jasta 2, Jasta 11, JG 1, and KG 2. Before his death, he had scored 80 kills, making him one of the top aces of the war.

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Lothar Freiherr von Richthofen

(at the ZM's discretion, Lothar may be one of the Flying Circus himself.)

Country: Germany

Rank: Oberleutnant (1st Lieutenant)

Born: September 27, 1894

Died: July 4, 1922

STR 3 DEX 3 CON 4

INT 3 PER 3 WIL 4

LPs: 53

EPs: 38

Spd: 14

Essence: 20

Advantages/Drawbacks: Cruel (-1), Delusion (Grandeur/Overconfidence) (-1), Hard to Kill (+5), Honorable (-1), Fast Reaction Time (+2), Luck 1 (+3), Nerves of Steel (+3)

Skills: Brawling 3, Dodge 3, Guns (Handgun) 3, Guns (Machine Gun) 4, Intimidation 2, Notice 3, Piloting (Prop Plane) 4 (and others that the ZM feels are appropriate)

Attack: Punch D4x3 (6); Kick D4x4 (8); by weapon

When the war began, Lothar von Richthofen was an officer in the cavalry. Following Manfred von Richthofen's example, he transferred to the German Air Force and was assigned to Jasta 11 on March 6, 1917. Under the watchful eye of his older brother, Lothar scored 24 victories in 47 days and was credited with shooting down English ace Albert Ball on May 7, 1917. On May 13, 1917, Lothar was badly wounded in a dogfight with a B.E.2e but recovered and assumed command of Jasta 11 on September 24, 1917.

Wounded again on March 13, 1918, he crash-landed his Fokker DR.I after being shot down by Australian ace Geoffrey Hughes. The following month, he was still in a hospital bed when he learned of his brother's death. In the summer of 1918, Lothar returned to duty and achieved ten more victories by the end of the war. Scoring his final victory on August 12, 1918, he shot down a Sopwith Camel flown by English ace John Summers. The following day, Lothar was seriously wounded for the third time when another Sopwith Camel shot down his Fokker D.VII over the Somme. Lothar served in the Jasta 11 and KG 4 units during his war career. He scored 40 kills by the end of the war.

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Edward Corringham "Mick" Mannock

Country: England

Rank: Major

Born: May 24, 1887

Died: July 26, 1918

STR 3 DEX 3 CON 2

INT 3 PER 4 WIL 4

LPs: 39

EPs: 32

Spd: 10

Essence: 19

Advantages/Drawbacks: Hard to Kill (+3), Honorable (-1), Impaired Vision (-2), Fast Reaction Time (+2), Nerves of Steel (+3)

Skills: Brawling 3, Dodge 3, Guns (Handgun) 3, Guns (Machine Gun) 4, Notice 3, Piloting (Prop Plane) 4 (and others that the ZM feels are appropriate)

Attack: Punch D4x3 (6); Kick D4x4 (8); by weapon

When the war began, Edward Mannock was interned in Turkey while working as an inspector for a British telephone company. After an unsuccessful escape attempt, he became deathly ill and was repatriated by the Turks in 1915. When he recovered, he joined the Royal Army Medical Corps before transferring to the Royal Engineers. Despite a congenital defect that left him virtually blind in his left eye, the Royal Flying Corps accepted Mannock in 1917. In April, he was assigned to 40 Squadron. To the other flying officers, he seemed aloof and perhaps overly cautious in the air. It was not until a month later that he scored his first victory by flaming an enemy balloon.

Eventually, Mannock earned the respect and friendship of men like Keith Caldwell. In February 1918, he was reassigned to 74 Squadron as a flight commander, scoring thirty-six victories with an S.E.5a before replacing William Bishop as the commanding officer of 85 Squadron on July 3, 1918. Mannock never achieved the public notoriety of Albert Ball, but he was revered by his men and proved to be one of the greatest flight leaders of the war. Often physically ill before going on patrol, Mannock routinely shared victories with other pilots or did not bother submitting claims for enemy aircraft that he had downed in combat. After selflessly sharing his 61st victory with Donald Inglis, a newcomer from New Zealand who had yet to score, Mannock was killed when his aircraft was shot down in flames by machine gun fire from the ground. Inglis was also brought down by ground fire but survived. Mannock served in the 40th, 74th, and 85th units. Before his death, he had scored 61 kills.

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Richard Raymond-Barker

(zombie stats are explained later)

Country: England

Rank: Major

Born: May 6, 1894

Died: April 20, 1918

STR 3/4 DEX 4/4 CON 3/3

INT 3/3 PER 3/3 WIL 4/4

LPs/DPs: 34/-

EPs: 38/-

Spd:

Essence: 20

Advantages/Disadvantages: Cruel (-1), Hard to Kill (+1), Honorable (-1), Fast Reaction Time (+2), Nerves of Steel (+3)

Skills: Brawling 3, Dodge 3, Guns (Handgun) 3, Guns (Machine Gun) 4, Notice 3, Piloting (Prop Plane) 4 (and others that the ZM feels are appropriate)

Attack: Punch D4x3 (6)/D4x4 (8), Kick D4x4 (8)/D4x5 (10), by weapon.

Weak Spot: None/Special (+10)

Getting Around: As in Life (+7)

Strength: Strong Like Bull (+5)

Senses: Better Than Hawk; Life Sense (+11)

Sustenance: Who Needs Food? (+8)

Intelligence: Long Term Memory; Problem Solving; Language; Teamwork (+25)

Spreading the love: Nobody Loves Me (-5)

Power: 81

Manfred von Richthofen shot down Raymond-Barker's Sopwith Camel in April 1918. His body was never found. He was the Red Baron's 79th victim. Raymond-Barker served in the 3rd, 6th, 11th, 16th, and 48th units during his career. Before his death, he had scored 6 kills.

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Edward "Eddie" Vernon Rickenbacker

Country: United States

Rank: Captain

Born: October 8, 1890

Died: July 27, 1973

STR 3 DEX 4 CON 4

INT 3 PER 3 WIL 4

LPs: 53

EPs: 36

Spd: 16

Essence: 21

Advantages/Drawbacks: Cruel (-1), Hard to Kill (+1), Honorable (-1), Fast Reaction Time (+2), Luck 1 (+3), Nerves of Steel (+3)

Skills: Brawling 3, Dodge 3, Guns (Handgun) 3, Guns (Machine Gun) 4, Notice 3, Piloting (Prop Plane) 4 (and others that the ZM feels are appropriate)

Attack: Punch D4x3 (6); Kick D4x4 (8); by weapon

The son of Swiss immigrants, Rickenbacker was the American "Ace of Aces." He recorded 26 official victories against German aircraft during World War I and was awarded the Medal of Honor. Between WWI and WWII, Rickenbacker bought and administered the Indianapolis Speedway and became president of Eastern Airlines. In October 1942, he was aboard a B-17 bomber that crashed in the Pacific Ocean while on a secret mission to New Guinea. "Iron Man Eddie" and six companions survived 24 days afloat on life rafts. Rickenbacker served in the 94th Aero unit during WWI.

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René Paul Fonck

Country: France

Rank: Capitaine

Born: March 27, 1894

Died: June 1953

STR 3 DEX 4 CON 3

INT 3 PER 4 WIL 3

LPs: 43

EPs:

Spd: 14
Essence: 20

Advantages/Drawbacks: Cruel (-1), Delusion (Grandeur/Overconfidence) (-3), Hard to Kill (+3), Honorable (-1), Fast Reaction Time (+2), Luck 1 (+3), Nerves of Steel (+3)

Skills: Brawling 3, Dodge 3, Guns (Handgun) 3, Guns (Machine Gun) 4, Notice 3, Piloting (Prop Plane) 5 (and others that the ZM feels are appropriate)

Attack: Punch D4x3 (6); Kick D4x4 (8); by weapon

Fonck was the highest scoring ace for France and the Allies. As a boy growing up in the foothills of the Vosges, he was fascinated by stories of men and their flying machines. Yet when he was conscripted in August 1914, he refused to serve in the French Air Service, choosing instead to go to the trenches. By early 1915, he had changed his mind and began his flight training in a Penguin at Saint-Cyr. Displaying an inherent talent for flying, he was soon serving with Escadrille C47, flying an unarmed Caudron on reconnaissance missions over the lines. In April 1917, after more than 500 hours of flight time, Fonck was assigned to Spa103. Flying the SPAD S.VII, he developed a reputation for studying the tactics of his opponents and conserving ammunition during a dogfight. On two separate occasions, he shot down six enemy aircraft in one day. As his fame grew, so did his ego. Even French ace Claude Haegelen, one of Fonck's few friends, felt he boasted too much and too often; but no one could deny that Fonck was an excellent pilot and superb marksman. Fonck served in the C47 and Spa103 unit during WWI. By the end of the war, he had scored 75 kills, making him one of the top aces of the war.

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Aces High: World War I Deadworld

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Planes

Most of the planes are virtually the same in durability. The information below is for additional flavor. Any plane from the war can be created using the stats from these planes. The guns can, for the most part, be brought straight from the AFMBE main rulebook. Treat them as 7.62mm machine-guns for damage and range. The bombs can use the Mortar shell stats.

The Ghostly Planes of the Flying Circus

To make the planes of The Flying Circus and The Red Baron into supernatural implements of destruction, add 20 points to the DC and give the planes themselves the equivalence of the Zombie Aspect Damage Resistance. To make it more interesting, when a Cast Member scores a hit on the plane roll percentile dice. On a roll of 10% or less, the pilot of the plane is hit. In this case, treat the AV of the plane as armor for the pilot. The Red Baron may not be killable, but his plane is. Destroying his plane puts him out of commission for a while, as he needs to spend time bringing it back (and crashing is pretty inconvenient).

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| [SPAD S.VII](#) | [Caproni Ca.4 Series](#) | [Luger P.04 pistol](#) |

Albatros D.III

Country: Germany
 Manufacturer: Albatros Werke GmbH
 First Introduced: January 1917
 Engine(s): Mercedes D.IIIa
 Wing Span: 29 ft 8¼ in [9.05 m]
 Length: 24 ft ½ in [7.33 m]
 Height: 9 ft 9 ¼ in [2.98 m]
 Gross Weight: 1,949 lbs [886 kg]
 Max Speed: 109 mph [175 km/h] at 3,281 ft [1,000 m]
 Ceiling: 18,044 ft [5,500 m]
 Endurance: 2 hours
 Crew: 1
 DC: 38
 AV: 2
 Acceleration: 30
 Toughness: 1
 Handling: 5
 Armament: 2 Spandau light machine guns (550 rounds)

Agile and heavily armed, the Albatros D.III looked similar to earlier models. Using V-struts, the size of the lower wing was reduced to improve downward visibility. But the struts allowed the wing to twist in flight. Manfred von Richthofen, one of the first pilots to receive the new plane, experienced this problem first hand when the lower wing of his D.III cracked in flight.

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Albatros D.V

Country: Germany
 Manufacturer: Albatros Werke GmbH
 First Introduced: Late 1917
 Engine(s): Mercedes IIIa
 Wing Span: 29 ft 8¼ in [9.05 m]
 Length: 24 ft ½ in [7.3 m]
 Height: 8 ft 10¼ in [2.7 m]
 Gross Weight: 2061 lb [936.8 kg]
 Max Speed: 116 mph at 3281 ft [approx 185 kmh at 1000 m]
 Ceiling: 18,700 ft [5699.8 m]
 Endurance: 2 hours
 Crew: 1
 DC: 38
 AV: 2
 Acceleration: 35
 Toughness: 1
 Handling: 5
 Armament: 2 Spandau light machine guns (550 rounds)

The Albatros D.V and D.Va retained the wing and tail design of the Albatros D.III. As soon as the D.V entered service, there was a series of fatal crashes caused by wing failure. Small struts and additional wire bracing were added to increase wing strength and pilots were warned not to dive too steeply when flying the D.V, but the crashes continued.

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Fokker DR.I

Country: Germany
 Manufacturer: Fokker Flugzeug-Werke GmbH
 First Introduced: August 1917
 Engine(s): Oberursel UR.II
 Wing Span: 23 ft 7 3/8 in [7.19 m]
 Length: 18 ft 11 1/8 in [5.77 m]
 Height: 9 ft 8 in [2.94 m]
 Weight: 1,289.2 lb [586 kg]
 Max Speed: 103.12 mph [165 kmh] @ 13,120 ft [4000 m]
 Ceiling: 20,013 ft [6100 m]
 Endurance: 1.5 hours
 Crew: 1
 DC: 40
 AV: 2
 Acceleration: 30
 Toughness: 1
 Handling: 6
 Armament: 2 Spandau light machine guns (550 rounds)

"It climbed like a monkey and maneuvered like the devil." Manfred von Richthofen

The Fokker DR.I triplane was built after the Sopwith Triplane. While not as fast as contemporary biplanes, the Dreidecker could easily outclimb any opponent. Small, lightweight and highly maneuverable, it offered good upward visibility and lacked the traditional bracing wires that could be shot away during combat. This combination of features made it an outstanding plane in a dogfight. When the DR.I first entered service, antagonists scoffed at its design. However, Werner Voss shot down 10 British aircraft in 6 days of aerial combat during September 1917, which showed quite well what it could do in a fight. Unfortunately, the DR.I had its share of problems. By the end of October 1917, it was temporarily withdrawn from service when several pilots, including Heinrich Gontermann, were killed as a result of wing failures. Despite structural improvements, the Fokker triplane's reputation among German airmen never recovered.

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Sopwith Camel

Country:

Great

Manufacturer: Sopwith Aviation Company

First Entered Service: May 1917

Engine(s): Bentley BR.1

Wing Span: 28 ft [8.5 m]

Length: 18 ft 8 in [5.7 m]

Height: 8 ft 6 in [2.6 m]

Weight: 1,422 lb [646.4kg]

Max Speed: 118 mph [189 kmh]

Ceiling: 19,000 ft [5791.2 m]

Endurance: 2.5 hours

Crew: 1

DC: 40

AV: 2

Acceleration: 35

Toughness: 1

Handling: 6

Armament: 2 Vickers .303 machine guns; 1 Vickers .303 and 1 Lewis .303 machine guns; or 2 Lewis .303 machine guns (600 rounds)

An agile, highly maneuverable biplane, the Sopwith Camel accounted for more aerial victories than any other Allied aircraft during World War I. Credited with destroying 1,294 enemy aircraft, it was called the Camel due to the humped fairing over its twin machine guns. Much like a real camel, this aircraft could turn and bite you. Noted for its tendency to kill inexperienced flyers, many pilots feared its vicious spin characteristics. Until sufficient speed was developed during takeoff, Camel pilots maintained full right rudder to counteract the torque of the rotary engine. Failure to do so often resulted in a ground loop with the Camel crashing on its starboard wingtip. During World War I, 413 pilots died in combat and 385 pilots died from non-combat related causes while flying the Sopwith Camel.

On June 4, 1917, Canadian ace Alexander Shook became the first ace to shoot down an enemy aircraft with the Sopwith Camel. Canadian ace Roy Brown was flying a Camel when he was credited with shooting down Manfred von Richtofen.

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Sopwith Pup

Country: Great Britain

Manufacturer: Sopwith Aviation Company

First Introduced: October 1916

Engine(s): Le Rhône 9C

Wing Span: 26 ft 6 in [8 m]

Length: 19 ft 3¼ in [5.86 m]

Height: 9 ft 5 in [2.9 m]

Gross Weight: 1225 lb [555 kg]

Max Speed: 106 mph [161 kmh]

Ceiling: 18,500 ft [563 m]

Endurance: 3 hours

Crew: 1

DC: 39

AV: 2

Acceleration: 30

Toughness: 1

Handling: 6

Armament: 1 Vickers .303 machine gun (600 rounds)

The Sopwith Pup quickly became a favorite with pilots of the Royal Naval Air Service. It was superior to the Fokker D.III and more than a match for any of the new Halberstadt and Albatros scouts. Armed with a single synchronous machine gun, it was lighter and less dangerous than its successor, the Sopwith Camel. Although underpowered, pilots liked the plane because it was maneuverable and fast. It could climb and hold its altitude better than any other fighter. In August 1917, the Sopwith Pup was the first aircraft to land aboard a moving ship, the Royal Navy's H.M.S. Furious.

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Country: Great Britain
Manufacturer: The British and Colonial Aeroplane Company
Entered Service: April 5, 1917
Engine(s): Rolls-Royce Falcon III
Wing Span: 39 ft 3 in [11.96 m]
Length: 25 ft 10 in [7.87 m]
Height: 9 ft 9 in [2.97 m]
Gross Weight: 2,779 lb [1,261 kg]
Max Speed: 123 mph [198 km/h] at 5,000 ft [1,524 m]
Ceiling: 21,500 ft [6,553 m]
Endurance: 3 hours
Crew: 2
DC: 39
AV: 2
Acceleration: 38
Toughness: 1
Handling: 5
Armament: 1 Vickers machine gun, forward firing (600 rounds); 2-3 Lewis machine guns on a Scarff ring (97 rounds), rear cockpit; 240 lb [108.9 kg] of bombs

The versatile Bristol Fighter was a maneuverable, heavily armed two-seater biplane designed by Frank S. Barnwell. One of the most successful fighters of the war, it got off to a poor start during "Bloody April" when it was introduced to the Western Front by the inexperienced pilots and observers of 48 Squadron. In the mistaken belief that the aircraft was structurally weak, pilots were instructed to avoid violent maneuvers during combat. Heeding this advice, the pilots of six B.F.2a fighters encountered Manfred von Richthofen and his flight of five Albatros D.IIIs near Douai. In a fight that lasted almost 30 minutes, four of the Bristol Fighters were shot down. The fight with Jasta 11 almost convinced the British to withdraw this aircraft from service.

[| top |](#)**Sopwith Triplane**

Country: Great Britain
Manufacturer: Sopwith Aviation Company
First Introduced: November 1916
Engines: Clerget 9Z
Wing Span: 26 ft 6 in [8.07 m]
Length: 18 ft 10 in [5.73 m]
Height: 10 ft 6 in [3.20 m]
Gross Weight: 1,541 lb [698 kg]
Max Speed: 117 mph [188 km/h]
Ceiling: 20,500 ft [6,248 m]
Endurance: 2¾ hours
Crew: 1
DC: 40
AV: 2
Acceleration: 35
Toughness: 1
Handling: 5
Armament: 1 Vickers .303 machine gun (a handful were equipped with twin machine guns) (600 rounds)

The Royal Naval Air Service used the Sopwith Triplane in combat. The stack of three wings reduced wingspan and increased wing area making it handle and climb better than biplanes. Visibility from the cockpit was outstanding but the "Tripe" was slower and less heavily armed than its German opponents. The Germans were impressed with its performance and a captured Triplane inspired the development of the Fokker DR.I. The Triplane was eventually withdrawn from service and replaced with the Sopwith Camel. The "Black Flight," commanded by Canadian ace Raymond Collishaw, shot down 87 German aircraft in three months while flying the Sopwith Triplane.

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Nieuport 17

Country: France
 Manufacturer: Societe Anonyme des Etablissements Nieuport
 First Introduced: March 1916
 Engine(s): Le Rhône 9J
 Length: 18 ft 10 in [5.74 m]
 Height: 7 ft 10 in [2.4 m]
 Gross Weight: 1246 lb [565 kg]
 Max Speed: 110 mph [177 kmh]
 Ceiling: 17,388-ft [5,300 m]
 Endurance: 2 hours
 Crew: 1
 DC: 39
 AV: 2
 Acceleration: 30
 Toughness: 1
 Handling: 6
 Armament: 1 Lewis .303 machine gun and/or 1 Vickers .303 machine gun (600 rounds)

Many of the French and British aces began their careers flying the Nieuport 17. The highly maneuverable "Superb  b  " was a larger, improved version of the Nieuport 11. Like its predecessor, it was initially equipped with a Lewis gun but was upgraded to a synchronized Vickers machine gun. Helping end Germany's domination of the air war, the Nieuport 17 easily outclimbed and outperformed the Fokker E.III. The superior design was so successful that German high command ordered it copied.

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SPAD S.VII

Country: France
 Manufacturer: Soci  t   Anonyme Pour L'Aviation et ses D  rives
 First Introduced: September 1916
 Engine(s): Hispano-Suiza 8A
 Wing Span: 25 ft 7   in [7.82 m]
 Length: 20 ft 2 in [6.15 m]
 Height: 7 ft 6.5 in [2.3 m]
 Gross Weight: 1632 lb [740 kg]
 Max Speed: 119 mph [191.5 kmh]
 Ceiling: 17,500 ft [5334 m]
 Endurance: 1.5 hours
 Crew: 1
 DC: 39
 AV: 2
 Acceleration: 35
 Toughness: 1
 Handling: 6
 Armament: 1 Vickers .303 machine gun (600 rounds)

The French Air Service replaced the Nieuport 17 with the SPAD S.VII. Although disadvantaged by poor forward and downward views from the cockpit, the SPAD S.VII was fast, durable and difficult to shoot down. A good performer, it was flown by nearly all the French aces. It proved less successful in the hands of the British, possibly due to the combat tactics employed by the pilots of the Royal Flying Corps.

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Caproni Ca.4 Series

Country: Italy
 Manufacturer: Societ   di Aviazione Ing.

Type: Heavy Bomber
First Introduced: 1918
Engine(s): 3 Isotta-Fraschini
Wing Span: 98 ft 1 in [29.9 m]
Length: 42 ft 11¼ in [13.1 m]
Height: 20 ft 8 in [6.3 m]
Gross Weight: 14,793 lb [6,710 kg]
Max Speed: 78 mph [126 kmh]
Ceiling: 9,842 ft [3000 m]
Endurance: 7 hours
Crew: 4
DC: 50
AV: 4
Acceleration: 20
Toughness: 1
Handling: 4
Armament: 4 to 8 machine guns; 3,197 lb [1,450 kg] of bombs

Patterned along the lines of the Caproni Ca.3 series of biplane bombers, the larger triplanes of the Ca.4 series were designed to be more effective in combat. Sometimes armed with up to eight machine guns, these cumbersome bombers were capable of accurately delivering large payloads of bombs to distant enemy targets. Although mainly used at night, they took part in daylight raids towards the end of the war. Of thirty-two Ca.42s manufactured in 1918, the Royal Naval Air Service used six of them.

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Luger P.04 pistol

George Luger was the developer of the Luger P.04 pistol. The Swiss Army was the first to officially adopt the Luger P.04 pistol and were followed by the German Navy in 1904 and the German Army in 1908. Produced by Deutsche Waffen und Munitions, the Luger Parabellum became the world's most widely used military handgun. It fired a 7-round clip of 9mm ammunition. It is estimated that 1.5 million Lugers were produced in Germany during the First World War.

In essence, this is a 9mm parabellum. The stats for a 9mm pistol can be used straight from the AFMBE main rulebook.

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Deadworld by

Daniel R Davis-An avid gamer and creator of many things unpublished. Hopes to become a full time writer for a game company or designer of his own game system some day. Current projects in the works are: Ristaria the RPG and many more Deadworlds for the AFMBE RPG. Current pipe dreams: An online store for Print on Demand full length and fully detailed adventures and worlds for various game systems.





Aces High: World War I Deadworld

Written by by Daniel R Davis

The Conclusion

"The Red Baron cannot be destroyed until his past returns to haunt him."

Whether the Cast is allowed to figure this out or not, the Red Baron is invincible until his destiny comes to pass. That destiny lies in his 79th victim, Richard Raymond-Barker. Destiny and fate, in an attempt to right itself, allows the soul of this man to carry on with the thought that there is something that he must do. His ghostly form wanders the countryside until the fateful day when the Red Baron is chasing Wilifrid May above the trenches. Seeing the Red Baron's plane fly overhead, he realizes what he must do. He walks to one of the trenches where a dead soldier lies slumped over a Lewis machinegun. Sighting down the barrel at the red Fokker, he fires one burst. At the same time, Arthur Brown fires in a desperate attempt to bring down the Bloody Red Baron. The Red Baron moves as though turning his head, and his plane careens into the ground and disintegrates on impact, spreading debris all over the area. The plane bursts into flames. Anyone looking at the lone man in the trenches will see a look of peace comes over his features and then he fades away.

Afterward, no one wants to admit that a ghost stopped the Red Baron, so the kill is credited to Arthur Brown. Once the Red Baron is killed, the remaining adventure involves the destruction of the zombification facilities and the ending of the war.

One way that this scenario can be played so that the Cast gets to deal, not only with the Red Baron, but the ground troops as well, is to play it as a cliffhanger-like scenario. Have the players create two sets of characters, one set is a fighter squadron, the other is a ground unit. Switch off between the "scenes" of the pilots and the ground unit until you wish to end the game (in glorious fashion, hopefully).

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Historical Information

The Aerodrome: www.theaerodrome.com-These guys have an awesome site with plenty of WWI information regarding the pilots and planes of the era. They also have links to other WWI resource websites.

Game stats on the Fokker DR.1 and Sopwith Camel

Thom Marrion-Author of several Witchcraft RPG pieces including the Winter's Tale adventure in the WitchCraft Chronicler's Shield and the upcoming Sephiroth Book One: The Book of Hod, and Sephiroth Book Two: The Book of Geburah.

Online Resource Material (commonly referred to as websites) located by:
Evin Ager

Always give credit where credit is due. Thanks guys.

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Story

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Support

